

CHAPTER 4

INSTRUCTIONS FOR COMPLETING THE CHP 555, PAGE 2, TRAFFIC COLLISION CODING

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CHAPTER 4

REVISED JULY 2003

INSTRUCTIONS FOR COMPLETING THE CHP 555, PAGE 2, TRAFFIC COLLISION CODING

1. **SCOPE.** This chapter provides instructions for completing the CHP 555, Page 2, Traffic Collision Coding. This page is used to document the Primary Collision Factor (PCF) and traffic collision coding information. The numbers on the following paragraphs correspond to the numbers on the sample form on this page.

STATE OF CALIFORNIA TRAFFIC COLLISION CODING CHP 555 Page 2 (Rev. 7-03) OPI 061									
DATE OF COLLISION (MO. DAY YEAR)		TIME (HOUR)		HOC #		OFFICER I.D.		NUMBER	
3		3		3		3		4	
OWNER'S NAME				OWNER'S ADDRESS				NOTIFIED	
6				6				6	
PROPERTY DAMAGE		DESCRIPTION OF DAMAGE							
7		6							
SEATING POSITION		OCCUPANTS		SAFETY EQUIPMENT		MOTORCYCLE HELMET		INATTENTION CODES	
7		7		7		7		19	
ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.									
PRIMARY COLLISION FACTOR		TRAFFIC CONTROL DEVICES		SPECIAL INFORMATION		MOVEMENT PRECEDING COLLISION			
LIST NUMBER (S) OF PARTY AT FAULT		1 2 3		1 2 3		1 2 3			
A. YES		A. CONTROLS FUNCTIONING		A. HAZARDOUS MATERIAL		A. STOPPED			
B. NO		B. CONTROLS NOT FUNCTIONING		B. CELL PHONE HAND-HELD IN USE		B. PROCEEDING STRAIGHT			
C. OTHER IMPROPER DRIVING		C. CONTROLS OBSOLETE		C. CELL PHONE HANDSFREE IN USE		C. RAN OFF ROAD			
D. UNKNOWN		D. NO CONTROLS PRESENT / FACTOR		D. CELL PHONE NOT IN USE		D. MAKING RIGHT TURN			
E. OTHER THAN DRIVER		E. TYPE OF COLLISION		E. SCHOOL BUS RELATED		E. MAKING LEFT TURN			
F. UNKNOWN		F. HEAD-ON		F. 75 FT MOTORTRUCK COMBO		F. MAKING U TURN			
G. WIND		G. REAR END		G. 32 FT TRAILER COMBO		G. BACKING			
H. CLEAR		H. BROADSIDE		H. OTHER		H. SLOWING / STOPPING			
I. CLOUDY		I. HIT OBJECT		I. OTHER		I. PASSING OTHER VEHICLE			
J. RAINING		J. OVERTURNED		J. OTHER		J. CHANGING LANES			
K. SHOWING		K. VEHICLE / PEDESTRIAN		K. OTHER		K. PARKING MANEUVER			
L. FOG / VISIBILITY		L. OTHER		L. OTHER		L. ENTERING TRAFFIC			
M. OTHER		M. MOTOR VEHICLE INVOLVED WITH		M. OTHER		M. OTHER UNLAWFUL TURNING			
N. WIND		N. NON-COLLISION		N. OTHER		N. XING INTO OPPOSING LANE			
O. DAYLIGHT		O. PEDESTRIAN		O. OTHER		O. PARKED			
P. DUSK - DAWN		P. OTHER MOTOR VEHICLE		P. OTHER		P. MERGING			
Q. DARK - STREET LIGHTS		Q. MOTOR VEHICLE ON OTHER ROADWAY		Q. OTHER		Q. TRAVELING WRONG WAY			
R. DARK - NO STREET LIGHTS		R. PARKED MOTOR VEHICLE		R. OTHER		R. OTHER			
S. DARK - STREET LIGHTS NOT FUNCTIONING		S. TRAIN		S. OTHER		S. OTHER			
T. ROADWAY SURFACE		T. BICYCLE		T. OTHER		T. OTHER			
U. DRY		U. ANIMAL		U. OTHER		U. OTHER			
V. WET		V. FIXED OBJECT		V. OTHER		V. OTHER			
W. SNOWY - Icy		W. OTHER OBJECT		W. OTHER		W. OTHER			
X. SLIPPERY (MUDDY, OILY, ETC.)		X. OTHER		X. OTHER		X. OTHER			
Y. ROADWAY CONDITIONS (MARK 1 TO 2 ITEMS)		Y. OTHER		Y. OTHER		Y. OTHER			
Z. HOLES, DEEP RUTS		Z. NO PEDESTRIANS INVOLVED		Z. OTHER		Z. OTHER			
AA. LOOSE MATERIAL ON ROADWAY		AA. CROSSING IN CROSSWALK AT INTERSECTION		AA. OTHER		AA. OTHER			
AB. OBSTRUCTION ON ROADWAY		AB. CROSSING IN CROSSWALK - NOT AT INTERSECTION		AB. OTHER		AB. OTHER			
AC. CONSTRUCTION - REPAIR ZONE		AC. CROSSING IN CROSSWALK - NOT AT INTERSECTION		AC. OTHER		AC. OTHER			
AD. REDUCED ROADWAY WIDTH		AD. CROSSING - NOT IN CROSSWALK		AD. OTHER		AD. OTHER			
AE. FLOODED		AE. IN ROAD - INCLUDES SHOULDER		AE. OTHER		AE. OTHER			
AF. OTHER		AF. NOT IN ROAD		AF. OTHER		AF. OTHER			
AG. NO UNUSUAL CONDITIONS		AG. APPROACHING / LEAVING SCHOOL BUS		AG. OTHER		AG. OTHER			
AH. OTHER		AH. OTHER		AH. OTHER		AH. OTHER			
AI. OTHER		AI. OTHER		AI. OTHER		AI. OTHER			
AJ. OTHER		AJ. OTHER		AJ. OTHER		AJ. OTHER			
AK. OTHER		AK. OTHER		AK. OTHER		AK. OTHER			
AL. OTHER		AL. OTHER		AL. OTHER		AL. OTHER			
AM. OTHER		AM. OTHER		AM. OTHER		AM. OTHER			
AN. OTHER		AN. OTHER		AN. OTHER		AN. OTHER			
AO. OTHER		AO. OTHER		AO. OTHER		AO. OTHER			
AP. OTHER		AP. OTHER		AP. OTHER		AP. OTHER			
AQ. OTHER		AQ. OTHER		AQ. OTHER		AQ. OTHER			
AR. OTHER		AR. OTHER		AR. OTHER		AR. OTHER			
AS. OTHER		AS. OTHER		AS. OTHER		AS. OTHER			
AT. OTHER		AT. OTHER		AT. OTHER		AT. OTHER			
AU. OTHER		AU. OTHER		AU. OTHER		AU. OTHER			
AV. OTHER		AV. OTHER		AV. OTHER		AV. OTHER			
AW. OTHER		AW. OTHER		AW. OTHER		AW. OTHER			
AX. OTHER		AX. OTHER		AX. OTHER		AX. OTHER			
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AZ. OTHER		AZ. OTHER		AZ. OTHER		AZ. OTHER			
BA. OTHER		BA. OTHER		BA. OTHER		BA. OTHER			
BB. OTHER		BB. OTHER		BB. OTHER		BB. OTHER			
BC. OTHER		BC. OTHER		BC. OTHER		BC. OTHER			
BD. OTHER		BD. OTHER		BD. OTHER		BD. OTHER			
BE. OTHER		BE. OTHER		BE. OTHER		BE. OTHER			
BF. OTHER		BF. OTHER		BF. OTHER		BF. OTHER			
BG. OTHER		BG. OTHER		BG. OTHER		BG. OTHER			
BH. OTHER		BH. OTHER		BH. OTHER		BH. OTHER			
BI. OTHER		BI. OTHER		BI. OTHER		BI. OTHER			
BJ. OTHER		BJ. OTHER		BJ. OTHER		BJ. OTHER			
BK. OTHER		BK. OTHER		BK. OTHER		BK. OTHER			
BL. OTHER		BL. OTHER		BL. OTHER		BL. OTHER			
BM. OTHER		BM. OTHER		BM. OTHER		BM. OTHER			
BN. OTHER		BN. OTHER		BN. OTHER		BN. OTHER			
BO. OTHER		BO. OTHER		BO. OTHER		BO. OTHER			
BP. OTHER		BP. OTHER		BP. OTHER		BP. OTHER			
BQ. OTHER		BQ. OTHER		BQ. OTHER		BQ. OTHER			
BR. OTHER		BR. OTHER		BR. OTHER		BR. OTHER			
BS. OTHER		BS. OTHER		BS. OTHER		BS. OTHER			
BT. OTHER		BT. OTHER		BT. OTHER		BT. OTHER			
BU. OTHER		BU. OTHER		BU. OTHER		BU. OTHER			
BV. OTHER		BV. OTHER		BV. OTHER		BV. OTHER			
BW. OTHER		BW. OTHER		BW. OTHER		BW. OTHER			
BX. OTHER		BX. OTHER		BX. OTHER		BX. OTHER			
BY. OTHER		BY. OTHER		BY. OTHER		BY. OTHER			
BZ. OTHER		BZ. OTHER		BZ. OTHER		BZ. OTHER			
CA. OTHER		CA. OTHER		CA. OTHER		CA. OTHER			
CB. OTHER		CB. OTHER		CB. OTHER		CB. OTHER			
CC. OTHER		CC. OTHER		CC. OTHER		CC. OTHER			
CD. OTHER		CD. OTHER		CD. OTHER		CD. OTHER			
CE. OTHER		CE. OTHER		CE. OTHER		CE. OTHER			
CF. OTHER		CF. OTHER		CF. OTHER		CF. OTHER			
CG. OTHER		CG. OTHER		CG. OTHER		CG. OTHER			
CH. OTHER		CH. OTHER		CH. OTHER		CH. OTHER			
CI. OTHER		CI. OTHER		CI. OTHER		CI. OTHER			
CJ. OTHER		CJ. OTHER		CJ. OTHER		CJ. OTHER			
CK. OTHER		CK. OTHER		CK. OTHER		CK. OTHER			
CL. OTHER		CL. OTHER		CL. OTHER		CL. OTHER			
CM. OTHER		CM. OTHER		CM. OTHER		CM. OTHER			
CN. OTHER		CN. OTHER		CN. OTHER		CN. OTHER			
CO. OTHER		CO. OTHER		CO. OTHER		CO. OTHER			
CP. OTHER		CP. OTHER		CP. OTHER		CP. OTHER			
CQ. OTHER		CQ. OTHER		CQ. OTHER		CQ. OTHER			
CR. OTHER		CR. OTHER		CR. OTHER		CR. OTHER			
CS. OTHER		CS. OTHER		CS. OTHER		CS. OTHER			
CT. OTHER		CT. OTHER		CT. OTHER		CT. OTHER			
CU. OTHER		CU. OTHER		CU. OTHER		CU. OTHER			
CV. OTHER		CV. OTHER		CV. OTHER		CV. OTHER			
CW. OTHER		CW. OTHER		CW. OTHER		CW. OTHER			
CX. OTHER		CX. OTHER		CX. OTHER		CX. OTHER			
CY. OTHER		CY. OTHER		CY. OTHER		CY. OTHER			
CZ. OTHER		CZ. OTHER		CZ. OTHER		CZ. OTHER			
DA. OTHER		DA. OTHER		DA. OTHER		DA. OTHER			
DB. OTHER		DB. OTHER		DB. OTHER		DB. OTHER			
DC. OTHER		DC. OTHER		DC. OTHER		DC. OTHER			
DD. OTHER		DD. OTHER		DD. OTHER		DD. OTHER			
DE. OTHER		DE. OTHER		DE. OTHER		DE. OTHER			
DF. OTHER		DF. OTHER		DF. OTHER		DF. OTHER			
DG. OTHER		DG. OTHER		DG. OTHER		DG. OTHER			
DH. OTHER		DH. OTHER		DH. OTHER		DH. OTHER			
DI. OTHER		DI. OTHER		DI. OTHER		DI. OTHER			
DJ. OTHER		DJ. OTHER		DJ. OTHER		DJ. OTHER			
DK. OTHER		DK. OTHER		DK. OTHER		DK. OTHER			
DL. OTHER		DL. OTHER		DL. OTHER		DL. OTHER			
DM. OTHER		DM. OTHER		DM. OTHER		DM. OTHER			
DN. OTHER		DN. OTHER		DN. OTHER		DN. OTHER			
DO. OTHER		DO. OTHER		DO. OTHER		DO. OTHER			
DP. OTHER		DP. OTHER		DP. OTHER		DP. OTHER			
DQ. OTHER		DQ. OTHER		DQ. OTHER		DQ. OTHER			
DR. OTHER		DR. OTHER		DR. OTHER		DR. OTHER			
DS. OTHER		DS. OTHER		DS. OTHER		DS. OTHER			
DT. OTHER		DT. OTHER		DT. OTHER		DT. OTHER			
DU. OTHER		DU. OTHER		DU. OTHER		DU. OTHER			
DV. OTHER		DV. OTHER		DV. OTHER		DV. OTHER			
DW. OTHER		DW. OTHER		DW. OTHER		DW. OTHER			
DX. OTHER		DX. OTHER		DX. OTHER		DX. OTHER			
DY. OTHER		DY. OTHER		DY. OTHER		DY. OTHER			
DZ. OTHER		DZ. OTHER		DZ. OTHER		DZ. OTHER			
EA. OTHER		EA. OTHER		EA. OTHER		EA. OTHER			
EB. OTHER		EB. OTHER		EB. OTHER		EB. OTHER			
EC. OTHER		EC. OTHER		EC. OTHER		EC. OTHER			
ED. OTHER		ED. OTHER		ED. OTHER		ED. OTHER			
EE. OTHER		EE. OTHER		EE. OTHER		EE. OTHER			
EF. OTHER		EF. OTHER		EF. OTHER		EF. OTHER			
EG. OTHER		EG. OTHER		EG. OTHER		EG. OTHER			
EH. OTHER		EH. OTHER		EH. OTHER		EH. OTHER			
EI. OTHER		EI. OTHER		EI. OTHER		EI. OTHER			
EJ. OTHER		EJ. OTHER		EJ. OTHER		EJ. OTHER			
EK. OTHER		EK. OTHER		EK. OTHER		EK. OTHER			
EL. OTHER		EL. OTHER		EL. OTHER		EL. OTHER			
EM. OTHER		EM. OTHER		EM. OTHER		EM. OTHER			
EN. OTHER		EN. OTHER		EN. OTHER		EN. OTHER			
EO. OTHER		EO. OTHER		EO. OTHER		EO. OTHER			
EP. OTHER		EP. OTHER		EP. OTHER		EP. OTHER			
EQ. OTHER		EQ. OTHER		EQ. OTHER		EQ. OTHER			
ER. OTHER		ER. OTHER		ER. OTHER		ER. OTHER			
ES. OTHER		ES. OTHER		ES. OTHER		ES. OTHER			
ET. OTHER		ET. OTHER		ET. OTHER		ET. OTHER			
EU. OTHER		EU. OTHER		EU. OTHER		EU. OTHER			
EV. OTHER		EV. OTHER		EV. OTHER		EV. OTHER			
EW. OTHER		EW. OTHER		EW. OTHER		EW. OTHER			
EX. OTHER		EX. OTHER		EX. OTHER		EX. OTHER			
EY. OTHER		EY. OTHER		EY. OTHER		EY. OTHER			
EZ. OTHER		EZ. OTHER		EZ. OTHER		EZ. OTHER			
FA. OTHER		FA. OTHER		FA. OTHER		FA. OTHER			
FB. OTHER		FB. OTHER		FB. OTHER		FB. OTHER			
FC. OTHER		FC. OTHER		FC. OTHER		FC. OTHER			
FD. OTHER		FD. OTHER		FD. OTHER		FD. OTHER			
FE. OTHER		FE. OTHER		FE. OTHER		FE. OTHER			
FF. OTHER		FF. OTHER		FF. OTHER		FF. OTHER			
FG. OTHER		FG. OTHER		FG. OTHER		FG. OTHER			
FH. OTHER		FH. OTHER		FH. OTHER		FH. OTHER			
FI. OTHER		FI. OTHER		FI. OTHER		FI. OTHER			
FJ. OTHER		FJ. OTHER		FJ. OTHER		FJ. OTHER			
FK. OTHER		FK. OTHER		FK. OTHER		FK. OTHER			
FL. OTHER		FL. OTHER		FL. OTHER		FL. OTHER			
FM. OTHER		FM. OTHER		FM. OTHER		FM. OTHER			
FN. OTHER		FN. OTHER		FN. OTHER		FN. OTHER			
FO. OTHER		FO. OTHER		FO. OTHER		FO. OTHER			
FP. OTHER		FP. OTHER		FP. OTHER		FP. OTHER			
FQ. OTHER		FQ. OTHER		FQ. OTHER		FQ. OTHER			
FR. OTHER		FR. OTHER		FR. OTHER		FR. OTHER			
FS. OTHER		FS. OTHER		FS. OTHER		FS. OTHER			
FT. OTHER		FT. OTHER							

2. COLLISION CODING HEADER.

DATE OF COLLISION (MO. DAY YEAR)		TIME (2400)	NCIC#	OFFICER I.D.	NUMBER
PROPERTY DAMAGE	OWNER'S NAME		OWNER'S ADDRESS		NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO
	DESCRIPTION OF DAMAGE				

3. DATE OF COLLISION, TIME, NCIC NUMBER, OFFICER ID. Enter the numeric month, day, year, time, National Crime Information Center (NCIC) number, and the Officer Identification (ID) number as completed on the original CHP 555, Page 1, Traffic Collision Report. These four categories are used to identify each collision reported to the Statewide Integrated Traffic Records System (SWITRS).

4. NUMBER. Enter the original report or case number assigned to the collision by the Area or local law enforcement agency. (Refer to Chapter 3, Instructions for Completing the CHP 555, Page 1, Traffic Collision Report, Page 3-8, Number.)

5. PAGE NUMBER. Enter the page number to identify the completed pages contained within the report (e.g., 1, 2, 3, etc. Do not use 4a, 4b, 4c, etc.).

6. PROPERTY DAMAGE.

a. Owner's Name/Address. Enter the name and complete address of the owner or person in charge of the damaged property. Additional owner information may be shown in the "Miscellaneous" box or in the narrative.


b. Notified. Mark an "X" in the appropriate box indicating whether or not the owner or person in charge of the damaged property was notified. If the owner or occupant of the damaged property cannot be contacted, advise the communications center of the damage.

c. Description of Damage. Enter a description of any property damaged in the collision other than vehicles. Additionally, if the CHP 422 (Vehicle Check/Parking Warning/Highway Damage Report) is used, place a notation that a CHP 422 was placed at the scene. Leave this space blank if not applicable.

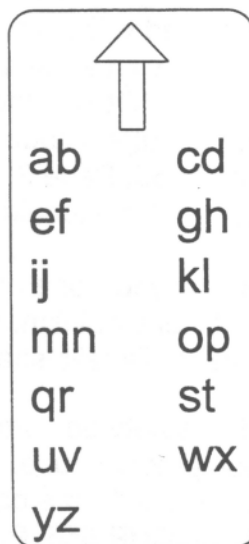
NOTE: **CHP ONLY** Prepare and attach a CHP 422 if state property was damaged. The CHP 422 may also be used to identify damaged private property.

(Refer to Chapter 10, Form Requirements and Procedures, Page 10-3, CHP 422, Vehicle Check/Parking Warning/Highway Damage Report.)

7. SEATING POSITION/SAFETY EQUIPMENT/EJECTED FROM VEHICLE. Use this legend to determine the numeric and alpha codes to be used in the "Air Bag" and "Safety Equipment" boxes on the CHP 555, Page 1, and the "Seating Position," "Air Bag," "Safety Equipment," and "Ejected From Vehicle" boxes on the CHP 555, Page 3, Injured/Witness/Passengers. When the investigating officer is unable to determine any information for these categories during the investigation, place the appropriate unknown code in the box. Do not leave any "Seating Position," "Air Bag," "Safety Equipment," or "Ejected From Vehicle" boxes blank when there is an injured party or passenger listed unless the injured party is a pedestrian:

SEATING POSITION	SAFETY EQUIPMENT		INATTENTION CODES
 1 - DRIVER 2 TO 6 - PASSENGERS 7 - STATION WAGON REAR 8 - REAR OCC. TRK OR VAN 9 - POSITION UNKNOWN 0 - OTHER	OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SOULDER HARNESS USED H - LAP/SOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED	AIRBAG L - AIRBAG DEPLOYED M - AIRBAG NOT DEPLOYED N - OTHER P - NOT REQUIRED CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER U - NONE IN VEHICLE	MOTORCYCLE HELMET DRIVER PASSENGER V - NO V - NO W - YES W - YES EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN INATTENTION CODES A - CELL PHONE HANDHELD B - CELL PHONE HANDSPREE C - ELECTRONIC EQUIPMENT D - RADIO / CD E - SMOKING F - EATING G - CHILDREN H - ANIMALS I - PERSONAL HYGIENE J - READING K - OTHER

a. Seating Position. Select the appropriate seating position number code from the legend and enter the number in the "Seating Position" box for that particular party or passenger on the CHP 555, Page 3.



(1) Injury collisions involving a bus or school bus with up to 26 passengers should have combination alpha seating positions assigned to the passengers. The example above can be modified to fit the configuration of the involved bus.

(2) Injury collisions with more than 26 passengers should have a description of the seating position in the narrative. The "Seating Position" box on the CHP 555, Page 3, would be left blank.

(3) The codes are self-explanatory; however, if the driver of a vehicle with a right-side driving position is injured, use a "1" for the driver's position on the CHP 555, Page 3 and explain in the narrative.

(4) The "0" code is used for other occupant(s). This may be used for a fourth (or additional) passenger in the front seat of a pickup or front or rear seat of a passenger vehicle.

(5) Seating positions for motorcycles/mopeds and bicycles are as follows:

(a) Passenger position "2" is directly behind the rider.

(b) Passenger position "3" is the occupant of a side car.

(c) Passenger position "0" is to be used for passengers in any other location on the motorcycle/moped or bicycle.

b. Air Bag. Select the air bag alpha-code that best describes the condition of any air bag. Enter that code in the "Air Bag" box on the CHP 555, Page 1, for each party. If the vehicle was manufactured without an air bag, enter "P" (Not Required). If the vehicle was originally equipped with an air bag, yet at the time of the collision an air bag was not installed, enter "N" (Other) and explain in the narrative. If a party is injured, enter the appropriate alpha code for air bag deployment on both the CHP 555, Page 1 and the CHP 555, Page 3. If the vehicle is only equipped with a driver's side air bag, enter "P" (Not Required) for other seated positions.

NOTE: Enter "M" (Air Bag Not Deployed) for a collision when an air bag did not deploy and, in the investigating officer's opinion, circumstances existed which should have led to such deployment. Details shall be described in the narrative.

c. Safety Equipment. Select the safety equipment alpha-code from the legend that best describes the safety equipment in use. Enter that code in the "Safety Equipment" box on the CHP 555, Page 1. If a party is injured, complete the "Safety Equipment" box on both the CHP 555, Page 1, and the CHP 555, Page 3. (Refer to Annex 5-A-1, Seatbelt Coding on the CHP 555.)

d. When the collision involves more than three parties, line out the involved party numbers in the multi-column categories on additional CHP 555s and enter "4," "5," and "6," etc., as necessary. Only the multi-column categories should be completed on the additional forms.

e. Items marked which are followed by an asterisk or colon should be described in the box or explained in the narrative.

f. Coding of the collision analysis categories is optional for counter reports but may be completed with the assistance of the receiving officer. If the collision analysis categories are coded, mark "D" (Unknown), under the PCF. (Refer to VC Section 20015.)

9. **PRIMARY COLLISION FACTOR.** Select the one element or driving action which, in the officer's opinion, best describes the primary or main cause of the collision. Whenever possible, this should be a Vehicle Code (VC) violation:

PRIMARY COLLISION FACTOR LIST NUMBER (#) OF PARTY AT FAULT	
VC SECTION VIOLATED:	CITED
A	<input type="checkbox"/> YES <input type="checkbox"/> NO
B	OTHER IMPROPER DRIVING*:
C	OTHER THAN DRIVER
D	UNKNOWN

a. VC Section Violated.

(1) Enter the VC or other code violation considered to be the primary cause of the collision. Include the proper subsection when applicable. Omission or error in selection of a subsection may cause the report to be rejected as an error from the SWITRS computer or the statistics may record or reflect the incorrect cause of the collision. Do not use VC Sections which do not describe the cause of collision, such as VC Sections 20001, 20002, 23103, 23104 or 23153. These violations should be charged, but are not what actually caused the collision.

(2) Enter the number of the involved party most at fault in this box when "A" is applicable. Additionally, placing an "X" in this box indicates a vehicle code violation occurred (e.g., VC Section 21658[a]), but the party who committed the violation could not be determined.

(3) When the involved party determined to be most at fault is either physically arrested or issued a citation for the PCF, mark an "X" in the "Cited = Yes" box. If no arrest is made or no citation issued, mark an "X" in the "Cited = No" box.

(4) If there is more than one violation, choose the violation which contributed most to the cause of the collision.

(5) When the involved party, considered by the officer to be most at fault, is driving a vehicle while under the influence of alcohol or drugs, the PCF shall be VC Section 23152, regardless of any other violation (running a stop sign, following too closely, excessive speed, etc.). Enter other violations under "Other Associated Factor."

(a) Examples:

1 Party #1, who is under the influence of alcohol, failed to stop for a posted stop sign (VC Section 22450) and collided with Party #2 within the intersection. The PCF should indicate Party #1 for violation of VC Section 23152. "Other Associated Factor" will show Party #1 was also in violation of VC Section 22450.

2 Party #1, who was driving at an unsafe speed for conditions (VC Section 22350), was unable to stop in time to avoid rear ending Party #2, who was stopped at a red traffic signal. The investigation revealed Party #2 was under the influence of alcohol, however, not the primary cause of the collision. Since actions of Party #2 did not contribute to the collision, the PCF should reflect Party #1 for VC Section 22350. "Other Associated Factor" should reflect the applicable entries for Party #1 and "None Apparent" for Party #2.

(b) The item marked under "Sobriety-Drug-Physical" should be compatible with the PCF with regard to alcohol or drugs. For example, Party #1, who is under the influence of alcohol or drugs, and determined to be the PCF, then the "Sobriety-Drugs-Physical" section shall have an "X" in the Party #1 column indicating "B-HBD-Under Influence."

b. Other Improper Driving. This element should not be used as a catch-all to relieve the officer of his/her responsibility for determining the cause of the collision when a VC violation was the PCF. Explain this entry in the narrative. This element would be marked only when no specific code section violation is applicable as the main or primary cause of the collision. For example, while on private property, a driver operating a vehicle at an unsafe speed, crashes. If the driver in the foregoing situation is under the influence of alcohol or drugs, then the PCF would be VC Section 23152.

c. Other Than Driver.

(1) Mark an "X" in this element when the primary cause of the collision was beyond the control of the driver. Explain this entry in the narrative. Examples include but are not limited to:

- (a) A large animal (deer, horse, cow, etc.) runs in front of a vehicle.
- (b) Heart attack, epileptic seizure, diabetic coma, or other medically induced difficulty caused a collision which resulted in damage or injury.
- (c) A driver operating a vehicle properly and safely for visible conditions strikes "black ice" and runs off the road, sustaining damage or injury. Include conditions that led to an "Other Than Driver" conclusion in "Scene Description."
- (d) Mechanical failure, unknown or not foreseeable through normal and reasonable maintenance, such as brake failure, an axle breaking from metal fatigue, the steering column locking up, etc., which is determined to be the cause of the collision.
- (e) A vehicle tire throws up a rock which strikes another vehicle's windshield, when the event is corroborated by witness statements or physical evidence.

(2) This element should not be used as a catch-all to relieve the officer of his/her responsibility for determining the collision cause when a specific code violation was the PCF.

d. Unknown. Mark an "X" in this element only when the cause of the collision cannot be determined. Use this element when conflicting statements and/or lack of physical evidence make it impossible for the investigating officer to determine the cause of a collision. Thoroughly explain this entry in the narrative.

10. WEATHER. Mark an "X" in the element(s) "A" through "G," which best describe(s) the weather conditions existing at the time of the collision:

WEATHER (MARK 1 TO 2 ITEMS)	
<input type="checkbox"/>	A CLEAR
<input type="checkbox"/>	B CLOUDY
<input type="checkbox"/>	C RAINING
<input type="checkbox"/>	D SNOWING
<input type="checkbox"/>	E FOG / VISIBILITY FT.
<input type="checkbox"/>	F OTHER*:
<input type="checkbox"/>	G WIND

- a. Clear. This element includes partial cloudiness if sunlight is not diminished.
- b. Cloudy. Usually overcast but may be only partial cloudiness when light is diminished.
- c. Raining. If marked, then Roadway Surface should be marked "Wet."
- d. Snowing. If marked, then Roadway Surface should be marked, "Wet," or "Snow-Icy."
- e. Fog. Enter an estimate of visibility.
- f. Other. Enter a description of the weather conditions on the line provided and explain in the narrative. This includes conditions such as hail, dust, smoke, etc., if they impaired visibility, and thus, may have contributed to the collision. If marked, also mark an "E" (Vision Obscurements), under "Other Associated Factor."
- g. Wind. Mark this only when winds are sufficient to make vehicle control difficult and may have contributed to the collision.

11. LIGHTING. Mark an "X" in the element which describes the lighting conditions at the collision location and at the time of the collision:

LIGHTING	
<input type="checkbox"/>	A DAYLIGHT
<input type="checkbox"/>	B DUSK - DAWN
<input type="checkbox"/>	C DARK - STREET LIGHTS
<input type="checkbox"/>	D DARK - NO STREET LIGHTS
<input type="checkbox"/>	E DARK - STREET LIGHTS NOT FUNCTIONING*

- a. This entry must agree with the time. (Refer to Chapter 3, Instructions for Completing the CHP 555, Page 1, Traffic Collision Report, Page 3-13, Time.)
- b. Do not mark an "X" in elements "C," "D," or "E" if the collision occurred during normal daylight hours and the darkness was due to a temporary condition.
- c. If element "E" (Dark-Street Lights Not Functioning) is marked, explain in the narrative the number of inoperative street lights, their location, and reason for malfunction (e.g., rolling blackouts, etc.), if known.

12. **ROADWAY SURFACE.** Mark an "X" in the element which best describes the roadway surface condition at the time of the collision in the traffic lane(s) involved. If element "D" (Slippery, Muddy, Oily, etc.) is marked, describe the material present, the size of the affected areas, location, etc., in the narrative.

ROADWAY SURFACE	
<input type="checkbox"/>	A DRY
<input type="checkbox"/>	B WET
<input type="checkbox"/>	C SNOWY - ICY
<input type="checkbox"/>	D SLIPPERY (MUDDY, OILY, ETC.)

13. **ROADWAY CONDITIONS.** Mark an "X" in the element(s) which best describe(s) the roadway conditions at the time of the collision in the traffic lane(s) involved. Items with an asterisk shall be described in the narrative: (Refer to General Order 100.46, Reporting of Highway Conditions):

ROADWAY CONDITIONS (MARK 1 TO 2 ITEMS)	
<input type="checkbox"/>	A HOLES, DEEP RUT*
<input type="checkbox"/>	B LOOSE MATERIAL ON ROADWAY*
<input type="checkbox"/>	C OBSTRUCTION ON ROADWAY*
<input type="checkbox"/>	D CONSTRUCTION - REPAIR ZONE
<input type="checkbox"/>	E REDUCED ROADWAY WIDTH
<input type="checkbox"/>	F FLOODED*
<input type="checkbox"/>	G OTHER*
<input type="checkbox"/>	H NO UNUSUAL CONDITIONS
<input type="checkbox"/>	

- a. Holes, Deep Rut. Describe their location, size, and depth in the narrative.

- b. Loose Material on Roadway. This includes sand, gravel, dirt, or similar material that a vehicle could drive over. Describe the location and type of material in the narrative.
- c. Obstruction on Roadway. This includes rocks, boxes, structural material, automobile parts, etc., that should, due to size or shape, be avoided. Describe the obstruction in the sketch, factual diagram, and narrative.
- d. Construction - Repair Zone. A section of highway where construction, repair, or maintenance is being performed. This applies to all long-term construction projects within a designated "Construction Zone" whether or not work is actually being performed. A reduced speed or reduction in roadway width is not necessary for this element to apply.
- e. Reduced Roadway Width. A temporary reduction in the width of the roadway. For example, snow drifts, dirt slides, construction zones, etc. This excludes a sign-posted advising a reduction in the number of lanes or roadway width of a permanent nature.
- f. Flooded. The roadway markings and limits are obscured and would normally affect steering and/or braking. Explain in the narrative the size of flooded area, depth of water, etc.
- g. Other. This includes conditions not covered in A through F above. For example, oil slick on the road, etc.. Describe the condition on the line provided.
- h. No Unusual Conditions. Self-explanatory.

14. TRAFFIC CONTROL DEVICES. Mark an "X" in the element which best describes the presence and condition of collision-related traffic control devices at the time of the collision. Control devices include the following traffic signals: regulatory, warning, and construction signs. This excludes striping and officers or other persons directing traffic:

TRAFFIC CONTROL DEVICES	
<input type="checkbox"/>	A CONTROLS FUNCTIONING
<input type="checkbox"/>	B CONTROLS NOT FUNCTIONING*
<input type="checkbox"/>	C CONTROLS OBSCURED
<input type="checkbox"/>	D NO CONTROLS PRESENT / FACTOR*

- a. Controls Functioning. A traffic control device is present and in operating condition.

b. Controls Not Functioning. A traffic control device is present but not in operating condition. Use this item for signal-controlled intersections during rolling blackout situations. Explain in the narrative.

c. Controls Obscured. A traffic control device is present and in operating condition, but is obscured from the involved party's line of sight. Explain in the narrative how the controls were obscured, how this was determined, and what action was taken.

d. No Controls Present/Factor. A traffic control device is not present or its presence is not a factor. This includes a head-on collision occurring on a through highway within an intersection when traffic entering the through highway is controlled by stop signs.

15. TYPE OF COLLISION. Mark an "X" in the element which best describes the general type of collision as determined by the first injury or damage-causing event. Use elements "A" through "D" only if two or more motor vehicles are involved in the first event. This includes a moving motor vehicle striking a parked vehicle. Primary consideration should be given to the direction of travel of the vehicle(s) prior to impact. Bicycles must be marked with an "X" in "H" (Other). "Type of Collision" and "Motor Vehicle Involved With" must be compatible: (Refer to Annex 4-A-1, Compatibility Chart.)

TYPE OF COLLISION	
<input type="checkbox"/>	A HEAD - ON
<input type="checkbox"/>	B SIDE SWIPE
<input type="checkbox"/>	C REAR END
<input type="checkbox"/>	D BROADSIDE
<input type="checkbox"/>	E HIT OBJECT
<input type="checkbox"/>	F OVERTURNED
<input type="checkbox"/>	G VEHICLE / PEDESTRIAN
<input type="checkbox"/>	H OTHER*:
<input type="checkbox"/>	

a. Head-On. Two motor vehicles, approaching from opposite directions, make direct contact. For example, the front of one vehicle collides with the front of another. Or prior to impact, one vehicle skids sideways, causing the side of the skidding vehicle to collide with the front of the other.

b. Sideswipe. One motor vehicle strikes the side of another with a glancing blow. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.

c. Rear End. Two motor vehicles, traveling in the same direction, make direct contact. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and skids sideways during a braking action, causing the side of Vehicle #1 to strike the rear of Vehicle #2.

d. Broadside. One motor vehicle strikes another vehicle at an angle greater than that of a sideswipe.

e. Hit Object. A motor vehicle strikes a fixed object or other object.

f. Overtaken. A motor vehicle overturns and no prior collision caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side. Do not use when the vehicle hits an object and then overturns.

g. Vehicle/Pedestrian. A vehicle strikes a pedestrian.

h. Other. A collision not covered in the preceding elements. This entry shall be explained in the narrative, such as a vehicle involved with:

- (1) A bicycle, train, or animal.
- (2) An automobile fire.
- (3) Passengers falling or jumping from a vehicle.
- (4) A vehicle backing.
- (5) A bicycle involved with a pedestrian or another bicycle.

16. MOTOR VEHICLE INVOLVED WITH. Mark an "X" in the one element which describes what, in conjunction with a motor vehicle in-transport, produced the first injury or damage event on or off the road. "Motor Vehicle Involved With" and "Type of Collision" must be compatible: (Refer to Annex 4-A-1, Compatibility Chart.)

MOTOR VEHICLE INVOLVED WITH	
A	NON - COLLISION
B	PEDESTRIAN
C	OTHER MOTOR VEHICLE
D	MOTOR VEHICLE ON OTHER ROADWAY
E	PARKED MOTOR VEHICLE
F	TRAIN
G	BICYCLE
H	ANIMAL:
I	FIXED OBJECT:
J	OTHER OBJECT:

a. Non-collision. A collision involving a motor vehicle in-transport which occurred in any manner other than through contact with another vehicle or object. Record an overturned vehicle as a non-collision since there is no impact prior to overturning. Examples:

(1) Overturning is a non-collision incident in which a motor vehicle in-transport overturns for any reason without a prior collision. Includes overturning after swerving to avoid a collision, striking a surface irregularity (uneven road surface, holes, bumps, or ruts), due to a shifting load, or a motorcyclist losing control, causing the vehicle to lay down on its side.

(2) An occupant falling or jumping from a motor vehicle, damage involving only the motor vehicle, such as that caused by striking road surface irregularities (uneven road surface; holes, bumps, or ruts), carbon monoxide poisoning, and fire starting in a motor vehicle in-transport. This also includes a passenger injured from striking the interior of a vehicle due to some motion of the vehicle, such as a quick stop.

b. Pedestrian. A collision involves a bicycle or a motor vehicle in-transport and a pedestrian. Includes a person in or operating a coaster wagon, scooter, sled, skateboard, wheelchair, motorized wheelchair, or "electric personal assistive mobility device" as defined in VC Section 313. (This excludes motorized skateboards, ZIP Electric Scooters, Go-Peds, and similar vehicles.)

c. Other Motor Vehicle. A collision involves a motor vehicle in-transport which comes in contact with another motor vehicle upon the same roadway or upon roadways within an intersection. Falling loads, detached trailers, etc., are considered part of the original motor vehicle. Examples include:

(1) Go-Peds, motorized scooters, ZIP Electric Scooters, etc. (Refer to Chapter 2, Definitions and Classifications of Collisions, Page 2-10, Motor Vehicle.)

(2) Construction, farm, and industrial machinery; road-rollers, tractors, military tanks, highway graders and similar devices equipped with wheels or treads while in-transport under their own power or towed are motor vehicles. When not in-transport, these devices are either fixed objects or other objects, depending upon movement and roadway status.

d. Motor Vehicle on Other Roadway. A collision involves a motor vehicle in-transport which leaves the roadway and collides with another motor vehicle in-transport on another roadway. For example, a vehicle crosses a median strip and collides with a vehicle on an opposing roadway. (Refer to Chapter 2, Definitions and Classifications of Collisions, Page 2-6, In-transport.)

e. Parked Motor Vehicle. A collision involves a motor vehicle in-transport and a motor vehicle not in-transport. This includes a collision with a motor vehicle which is stopped or parked illegally, but otherwise outside the traffic lanes, such as blocking a driveway, beside a fire hydrant, or in a loading zone. This excludes a motor vehicle stopped or parked in a traffic lane where parking is prohibited.

f. Train. A collision involves a motor vehicle in-transport and a railway train or railway vehicle. This includes collisions involving a cable car, light rail, or railway device such as railroad cars set in motion by a train. This excludes collisions where a railway train is involved in a railway incident, such as derailment, prior to involvement with the motor vehicle.

g. Bicycle. A collision involves a bicyclist. Include only bicyclists as defined in VC Section 21200. A person in or upon any other device, except motorized bicycles, propelled by pedaling will be considered a pedestrian. For coding purposes, a bicycle shall be considered a motor vehicle when involved in a collision on a highway and another motor vehicle is not involved.

h. Animal. A collision involves a motor vehicle in-transport and an animal which is either herded or unattended. Indicate the type of animal in the space provided. This includes collisions involving wild animals if a person is injured or if there is damage to the motor vehicle. This excludes a collision involving only injury to wild animals and no vehicle damage. This type of collision does not meet the definition of a motor vehicle traffic collision. Injury to a domestic animal is treated as a

property damage collision if there is no injury to any person or damage to a motor vehicle. This also excludes a collision involving a motor vehicle and ridden animal(s) or animal-drawn conveyance (refer to Other Object).

i. Fixed Object. A collision involves a motor vehicle in-transport and a fixed object. This includes any object attached to or part of the terrain, such as a dirt embankment, boulder, tree, utility pole, traffic signal, guardrail, etc. This also includes removable objects placed for an official purpose, such as traffic barricades, construction materials, and construction machinery. This excludes objects in motion. Identify the object involved on the line provided.

j. Other Object. A collision involves a motor vehicle in-transport and any object which is movable or moving but not fixed or intentionally placed for an official purpose. This includes an animal-drawn vehicle, ridden animal, street car (non-rail), object dropped from a motor vehicle (when such object is not in motion), fallen trees or stones, a transit-mix truck while discharging its load of concrete, a snowplow while engaged in snow removal operations, etc. Identify the object(s) involved on the line provided.

17. PEDESTRIAN'S ACTION. Mark an "X" in the element which best describes the action of the involved pedestrian just prior to the collision. If there is more than one pedestrian involved, mark only one element for the first pedestrian injured or otherwise involved. Officers shall not make entries for the pedestrian in the "Movement Preceding Collision" category. Mark the applicable categories in the items "Type of Vehicle," "Other Associated Factor," and "Sobriety-Drug-Physical."

PEDESTRIAN'S ACTIONS	
A	NO PEDESTRIANS INVOLVED
B	CROSSING IN CROSSWALK - AT INTERSECTION
C	CROSSING IN CROSSWALK - NOT AT INTERSECTION
D	CROSSING - NOT IN CROSSWALK
E	IN ROAD - INCLUDES SHOULDER
F	NOT IN ROAD
G	APPROACHING / LEAVING SCHOOL BUS

18. SPECIAL INFORMATION. Mark an "X" in the appropriate party number column to indicate any applicable element(s). Party number shall correspond with the involved party number on the CHP 555, Page 1:

1	2	3	SPECIAL INFORMATION
			A HAZARDOUS MATERIALS
			B CELL PHONE HANDHELD IN USE
			C CELL PHONE HANDSFREE IN USE
			D CELL PHONE NOT IN USE
			E SCHOOL BUS RELATED
			F 75 FT MOTORTRUCK COMBO
			G 32 FT TRAILER COMBO
			H
			I
			J
			K
			L
			M
			N
			O

a. Hazardous Material. Mark this element to indicate the collision involved a vehicle known to be or believed to be transporting hazardous material as defined in VC Section 353 and:

(1) There is a release of hazardous material from any package or container, including a cargo tank (except a vehicle fuel system spilling less than 42 gallons).

(2) There is continuing danger to life or health at the scene due to the presence of the hazardous material. When this line is coded, the narrative portion of the report should include, as a minimum, information identifying the material(s) by name, hazardous class, quantity involved, nature of hazardous material involvement, cleanup involved, and if there was continuing danger to life or health at the scene. (Refer to Chapter 2, Definitions and Classifications of Collisions, Page 2-5, Hazardous Material.)

b. Cell Phone Handheld in Use. Mark this element if the "Party" was preparing to make or answer a call on a handheld cell phone, talking on a handheld cell phone, or in the act of retrieving a handheld cell phone while driving.

c. Cell Phone Handsfree in Use. Mark this element if the "Party" was preparing to make or answer a call on a hands-free cell phone, talking on a hands-free cell phone, or in the act of retrieving a hands-free cell phone while driving. This only applies to a person using a cell phone specifically designed and configured to allow hands-free operation, and is used in that manner while driving.

d. Cell Phone Not in Use. Mark this element if a cell phone was not in use at the time of the collision.

19. OTHER ASSOCIATED FACTOR(S). When a secondary violation has been determined to have contributed to the collision, write the VC section in the appropriate box. Use element "A" for Party #1, element "B" for Party #2, and element "C" for Party #3. Mark an "X" in the one or two element(s) for each involved party which best describe(s) the involved party's action and/or vehicle condition(s) that evidence or statements support contributed to the occurrence of the collision. If there are no apparent associated factors mark "N - None Apparent." Each column number marked should correspond to the involved party shown on the CHP 555, Page 1. Any elements marked, except "N," should be explained in the narrative:

1	2	3	OTHER ASSOCIATED FACTOR(S) (MARK 1 TO 2 ITEMS)
			A VC SECTION VIOLATION: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO
			B VC SECTION VIOLATION: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO
			C VC SECTION VIOLATION: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO
			D
			E VISION OBSCUREMENT:
			F INATTENTION:
			G STOP & GO TRAFFIC
			H ENTERING / LEAVING RAMP
			I PREVIOUS COLLISION
			J UNFAMILIAR WITH ROAD
			K DEFECTIVE VEH. EQUIP.: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO
			L UNINVOLVED VEHICLE
			M OTHER:
			N NONE APPARENT
			O RUNAWAY VEHICLE

a. VC Section Violation. Mark an "X" in this element and enter the VC section that contributed most to the cause of the collision. The section entered here for the involved party most at fault will be different from the section entered in the "Primary Collision Factor" box. The same section as the PCF may be entered if another involved party was also in violation of the section. Indicate whether or not a citation was issued by marking a "X" in the appropriate box. Examples:

(1) A high-speed driver fails to stop for a red traffic signal and collides with another vehicle in an intersection. The violation entered in the "Other Associated Factor" category would be VC Section 22350, exceeding the safe speed limit, while the PCF could be VC Section 21453(a), failure to stop for a red traffic signal.

(2) An intoxicated driver weaves across the center line on a two-lane highway and collides with a vehicle going in the opposite direction. The PCF would be VC Section 23152(a), driving under the influence of alcohol, while the "Other Associated Factor" is a violation of VC Section 21460(a), driving left of double yellow lines.

b. VC Section Violation. Same as A, for second involved party.

c. VC Section Violation. Same as A, for third involved party.

d. Section D. Section D is not used but has been retained to maintain the alphabetical criteria in the SWITRS computer program.

e. Vision Obscurement. Indicate the type of obscurement in the space provided. Mark this if "F" (Other), under "Weather" is marked.

f. Inattention. Mark an "X" in this element if, in the officer's opinion, inattention was an associated factor in the collision. For example, adjusting radio, lighting a cigarette, conversing with passengers, etc. Do not use this element as a catch-all. In the narrative, explain the inattention, and how it was established. Place the applicable letter in box "F" and to the right of the colon.

<u>TYPE OF INATTENTION</u>	<u>CODE</u>	<u>DESCRIPTION</u>
Cell Phone Handheld	A	Self Explanatory
Cell Phone Handsfree	B	Specifically designed and configured for hands-free operation and was used in that manner
Electronic Equipment	C	Computers, Fax, Heads-up Display, On-Board Navigation, Two-Way Radios
Radio / CD	D	Adjusting Station/Volume (includes headphones)

Smoking	E	Cigars, Pipes, Cigarettes (Lighting, Searching)
Eating	F	Self Explanatory
Children	G	Disciplining, Distracted
Animals	H	Interfering with Control
Personal Hygiene	I	Applying Make-Up, Shaving, Brushing Teeth, etc.
Reading	J	Books, Newspapers, Maps, etc.
Other	K	Explain in Narrative

g. Stop & Go Traffic. Mark an "X" in this element if the collision occurred during heavy congestion. Explain the type of congestion (e.g., reoccurring, non-reoccurring, construction, sports event, etc.) in the narrative.

h. Entering/Leaving Ramp. Mark an "X" in this element when the driver states or there is evidence that an on-ramp or off-ramp was a factor. (This includes collisions occurring on the ramp.) For example, a driver starts to enter an on-ramp at an intersection and collides with another vehicle. Regardless of other data entered on the form, the driver was also attempting to enter the on-ramp and this element should be indicated.

i. Previous Collision. Mark an "X" in this element if any obstruction, including traffic congestion, was present due to a prior collision and was an immediate factor associated with the collision.

j. Unfamiliar with Road. Self-explanatory.

k. Defective Vehicle Equipment. Mark an "X" in this element if the defect contributed to the occurrence of the collision. Identify the type of defect on the line provided, (e.g., brakes, headlights, tread depth, etc.). Enter the VC section violated and indicate whether or not the party was cited.

l. Uninvolved Vehicle. Mark an "X" in this element in the column for the involved party which claims that another vehicle contributed to the collision. The uninvolved vehicle and any driver information shall be discussed in the narrative.

m. Other. Mark an "X" in this element when a factor other than "A" through "L" was present (e.g., sleet or hail).

n. None Apparent. Self-explanatory.

o. Runaway Vehicle. A vehicle is accidentally set in motion, out of control, or accelerates uncontrollably, due to mechanical failure, physical impairment, or being driverless. This includes brake failure, stuck throttle or no steering, persons who

are unconscious or deceased at time of impact, or parking brakes which fail on parked vehicles.

20. MOVEMENT PRECEDING COLLISION. Mark an "X" in the element which best describes the action of each vehicle prior to the collision and before evasive action or reaction to avoid contact. THIS MOVEMENT DOES NOT HAVE TO CORRESPOND WITH THE PRIMARY COLLISION FACTOR. One vehicle must have movement prior to the collision. Mark an "X" in column 1 for Vehicle #1, column 2 for Vehicle #2, etc., to correspond to the involved party shown on the CHP 555, Page 1. Pedestrian actions are not coded:

1	2	3	MOVEMENT PRECEDING COLLISION
			A STOPPED
			B PROCEEDING STRAIGHT
			C RAN OFF ROAD
			D MAKING RIGHT TURN
			E MAKING LEFT TURN
			F MAKING U TURN
			G BACKING
			H SLOWING / STOPPING
			I PASSING OTHER VEHICLE
			J CHANGING LANES
			K PARKING MANEUVER
			L ENTERING TRAFFIC
			M OTHER UNSAFE TURNING
			N XING INTO OPPOSING LANE
			O PARKED
			P MERGING
			Q TRAVELING WRONG WAY
			R OTHER*:

a. Stopped. Mark an "X" for a vehicle not moving but on the roadway (excludes shoulder). A stalled, disabled, or abandoned vehicle on a roadway is considered stopped. Do not use for vehicles in designated parking areas or vehicles within intersections preparing to turn. (Refer to Making Right Turn, Making Left Turn, and Parked.)

b. Proceeding Straight. Mark an "X" in this element for a vehicle proceeding straight ahead. A vehicle following the curve of a roadway is coded proceeding

straight. However, a vehicle which runs off the road at a curve should be marked "C - Ran Off Road," provided no evasive action took place prior to the vehicle leaving the road.

- c. Ran Off Road. Mark an "X" in this element if the motor vehicle left the road (includes paved or unpaved shoulder) prior to the collision and before evasive action began. This includes vehicles which would have left the road had their movement not been halted by colliding with protective barriers such as guardrails, concrete walls, or median barriers which are generally placed adjacent to, but outside the road.
- d. Making Right Turn. Mark an "X" in this element for a vehicle making a right turn at an intersection or into a private drive, or a vehicle stopped within an intersection preparing to turn right. This includes an illegal right turning movement, such as a right turn when prohibited or when out of position. This excludes any lane change or turning movement to pass other vehicles. This element does not apply on freeways.
- e. Making Left Turn. Mark an "X" in this element for a vehicle making a left turn at an intersection or into a private drive, or a vehicle stopped within an intersection preparing to turn left. This includes an illegal turning movement, such as a left turn when prohibited or when out of position. This excludes any lane change or turning movement to pass another vehicle and does not apply on freeways.
- f. Making U Turn. Mark an "X" in this element for a vehicle turning in order to proceed in the opposite direction.
- g. Backing. Mark an "X" in this element for a motor vehicle backing up, except when associated with parking. (Refer to Parking Maneuver.)
- h. Slowing/Stopping. Mark an "X" in this element for a motor vehicle in the process of slowing or stopping its forward movement. Speed is not a factor in determining whether this movement applies.
- i. Passing Other Vehicles. Mark an "X" in this element if a motor vehicle on a two-way/two-lane road moved into the opposing lane to pass another vehicle going in the same direction. This excludes movements where the passing vehicle and the overtaken vehicle are traveling in the same direction in separate lanes. (Refer to Changing Lanes.)
- j. Changing Lanes. Mark an "X" in this element for a motor vehicle making a lane change on a roadway divided into two or more clearly marked lanes for traffic in one direction. For example, a violation of VC Section 21658(a), Unsafe Lane Change, when a vehicle in the number one lane of a multi-lane road changing lanes into the number two lane sideswipes another vehicle traveling in that lane or

a vehicle in the number one lane of a multi-lane road unintentionally drifts into and sideswipes a vehicle in the adjacent lane.

k. Parking Maneuver. Mark an "X" in this element for a motor vehicle in the process of parking. This applies to any movement associated with parking (parallel or at an angle) a vehicle whether or not the area is legally designated for parking. This includes a vehicle entering a designated parking area, an area where normal usage permits parking, such as a curb or shoulder, or an area where vehicles are parked illegally outside a traffic lane. This excludes a vehicle backing from a parked position in an attempt to enter traffic.

l. Entering Traffic. Mark an "X" in this element for a motor vehicle entering a designated lane of traffic from a shoulder, median, parking strip, alley, or private drive. Usually this is a forward movement but it may include a backing movement associated with leaving a parked position.

m. Other Unsafe Turning. Mark an "X" in this element for a motor vehicle making a turning movement not described in other elements, such as a violation of VC Section 22107, Unsafe Turning Movement. Do not use for a vehicle making a lane change (see Changing Lanes). Do not use this element on freeways. Instead, use "R" (Other) for unsafe turning movements on freeways (VC Section 22107) and explain in the narrative.

n. Xing Into Opposing Lane. Mark an "X" in this element for a motor vehicle making an involuntary or unplanned movement into an opposing lane of traffic on a two-way road. Do not use for a vehicle that runs off the road and crosses a median prior to collision on another roadway. Examples:

(1) A driver under the influence of alcohol loses control of his/her vehicle and weaves into the opposing lane of traffic.

(2) A vehicle traveling at an excessive speed in a curve drifts into the opposing lane of traffic.

o. Parked. Mark an "X" in this element for a motor vehicle not moving and outside of a traffic lane. This includes a vehicle stopped on a shoulder or in another area where parking is designated or permitted or a motor vehicle parked illegally but otherwise outside a traffic lane, such as blocking a driveway, beside a fire hydrant, or in a loading zone. This excludes a vehicle stopped or parked in a traffic lane where prohibited, such as double parked, in a tunnel, or on a bridge. Mark these vehicles as stopped. (Refer to Stopped.)

p. Merging. Mark an "X" in this element for a vehicle merging into traffic preceding the collision. For example, a vehicle entering traffic from an on-ramp,

merging because the road narrows from four to three lanes, or a vehicle exiting a traffic lane onto a collector road.

q. Traveling Wrong Way. Mark an "X" in this element for a motor vehicle proceeding in the opposite direction of traffic.

r. Other. Mark an "X" in this element for a motor vehicle's or bicycle's movements not defined in elements "A" through "Q." For example, motor vehicles passing or traveling on the shoulder or which veer onto the shoulder and strike a parked vehicle, pedestrian, or other object. Also mark for non-motor vehicles including herded or ridden animals and animal-drawn conveyances. Describe the movement on the line provided. This excludes a pedestrian.

21. SOBRIETY-DRUG-PHYSICAL. Mark an "X" in one to two element(s) for each involved party which best describe(s) the condition of each involved party with regard to alcohol, drugs, or physical impairment. Use column 1 for Party #1, column 2 for Party #2, etc:

1	2	3	<i>SOBRIETY - DRUG PHYSICAL (MARK 1 TO 2 ITEMS)</i>
			A HAD NOT BEEN DRINKING
			B HBD - UNDER INFLUENCE
			C HBD - NOT UNDER INFLUENCE*
			D HBD - IMPAIRMENT UNKNOWN*
			E UNDER DRUG INFLUENCE*
			F IMPAIRMENT - PHYSICAL*
			G IMPAIRMENT NOT KNOWN
			H NOT APPLICABLE
			I SLEEPY / FATIGUED*

a. Had Not Been Drinking. Self-explanatory.

b. HBD-Under Influence. Had been drinking (HBD) and is under the influence of alcohol. Do not use for parked or driverless vehicles. (Refer to Not Applicable.)

c. HBD-Not Under Influence. Had been drinking and is not under the influence of alcohol. Explain in the narrative how the drinking was established and the method used to determine the party was not under the influence. Do not use for parked or driverless vehicles. (Refer to Not Applicable.)

d. HBD-Impairment Unknown. Had been drinking but it is impossible to determine the extent of impairment. Explain in the narrative. For example, the involved party was unconscious when removed from the scene or was fatally

injured in the collision. A chemical test later determines the involved party was under the influence of alcohol. When copies of the collision report have already been distributed, submit the updated sobriety information as a supplemental on a CHP 556. (Refer to Chapter 10, Use of Traffic Collision Report Forms.) Do not use for parked or driverless vehicles. (Refer to Not Applicable.)

e. Under Drug Influence. The involved party appears to be under the influence of a drug other than alcohol. Explain in the narrative the category of drug suspected. Do not use for parked or driverless vehicles. (Refer to Not Applicable.)

f. Impairment-Physical. The involved party has a physical impairment, such as paralysis, special braces, etc. This includes parties who have suffered a heart attack, epileptic seizure, diabetic coma, or other physically incapacitating impairment which may have contributed to the collision. This includes defective eyesight or hearing if these impairments were not adequately corrected at the time of the collision. Explain in the narrative. Do not use for parked or driverless vehicles. (Refer to Not Applicable.)

g. Impairment Not Known. The collision involves a hit and run driver not at the scene or the existence of an impairment cannot be determined.

h. Not Applicable. The motor vehicle was parked at the time of the collision. Do not mark this element for an involved party if "A" through "G" is applicable.

i. Sleepy/Fatigued. The involved party does not have any physical limitations but appears exhausted and unable to function normally. Also, mark if the party had fallen asleep prior to the collision. Do not use for parked or unoccupied vehicles.

22. SKETCH INSTRUCTIONS. A sketch should be made for every REPORT and INVESTIGATION. All CHP traffic collision documentation shall have a sketch or dynamics diagram. A sketch reflects the officer's opinion of how the collision occurred: (Refer to Annex 3-G-1, Example of Collision Occurred On.)



- a. When more detail or space is required, a sketch shall be drawn on the CHP 555, Page 4, Factual Diagram and labeled as a sketch. Diagramming software can also be used to create the sketch on an additional page prior to the narrative. Indicate the location of the sketch in the box if a separate page is used (e.g., Sketch on page 5).
- b. The sketch of the collision scene should be in proper proportion, although it need not be to scale. The use of a diagram template or straight edge shall be used to improve the clarity of the sketch.
- c. Identify the compass direction "North" by placing an arrow in the circle located in the upper right corner of the sketch box. Both the SKETCH and FACTUAL diagram should show "North" in the same direction.
- d. Identify all highways by official route number or name. Include lane widths for REPORT sketches.
- e. Identify all relevant elements of the collision scene, such as stop signs, fences, trees, rock walls, etc.
- f. Identify structures or objects involved in the collision, location of traffic control devices, vision obstructions, and unusual or temporary conditions such as barricades in a repair zone.
- g. Write parallel to the bottom of the page so entries may be read horizontally.

h. The sketch is optional for counter reports but may be completed with the assistance of the receiving officer.

i. To ensure uniformity in description and interpretation, the basic symbols should be used for a SKETCH only. The FACTUAL diagram symbols (Refer to Annex 6-A-1, Investigation Symbols) may be used to augment but should not be substituted for the SKETCH symbols.

(1) Examples of SKETCH symbols are shown in Annex 4-B-1, Sketch Symbols. The small circle identifies the Area of Impact (AOI).

(2) Show every AOI on the SKETCH. Where multiple AOIs exist, number each AOI consecutively within each circle, beginning with the initial AOI. Explain each AOI in the narrative.

(a) Locate all AOIs in the narrative with a minimum of two measurements approximately 90 degrees apart.

(b) Points of reference should be permanent, such as a roadway edge line, railroad track, overpass, or prolongation of the nearest cross street.

(3) Identify paths of vehicles before the AOI by solid lines, even though the vehicles may have been moved prior to the officer's arrival. The sketch is the officer's opinion how the collision occurred. Place an arrowhead at each AOI (small circle) shown on the SKETCH. Number the solid lines as necessary to identify vehicles (e.g., V-1, V-2, etc.).

(4) Identify paths of pedestrians or animals by dashed lines (e.g., P-1, P-2, etc.).

23. MISCELLANEOUS.

a. The CHP 555 is intended to satisfy the basic data requirement needs of all users of traffic collision information. Individual agencies may have data requirements unique to their records system or administrative procedures. The Miscellaneous space is provided for the purpose of collecting this unique data.

b. This space may also be used by officers to record additional pertinent information (e.g., vehicle damage, information for combinations of vehicles, etc.).

c. Reporting agencies may place additional lines or boxes in this space.

MISCELLANEOUS

COMPATIBILITY CHART

The TYPE OF COLLISION and MOTOR VEHICLE INVOLVED WITH must be compatible. (Refer to Chapter 4, Instructions for Completing the CHP 555, Page 2, Traffic Collision Coding.) The following indicates which fields agree:

TYPE OF COLLISION

A - HEAD-ON
B - SIDESWIPE
C - REAR END
D - BROADSIDE

E - HIT OBJECT

F - OVERTURNED

G - AUTO/PEDESTRIAN

H - OTHER

MOTOR VEHICLE INVOLVED WITH

C - OTHER MOTOR VEHICLE
D - MOTOR VEHICLE ON OTHER ROADWAY
E - PARKED MOTOR VEHICLE

I - FIXED OBJECT
J - OTHER OBJECT

A - NON-COLLISION

E - PEDESTRIAN

A - NON-COLLISION
C - OTHER MOTOR VEHICLE
D - MOTOR VEHICLE ON OTHER ROADWAY
E - PARKED MOTOR VEHICLE
F - TRAIN
G - BICYCLE
H - ANIMAL

SKETCH SYMBOLS

Vehicle (not parked) or
bicycle



Pedestrian or animal



Train



Parked vehicle



Head-on



Head-on sideswipe



Rear end



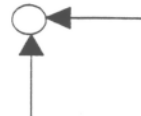
Overtaking sideswipe



Approach turn



Broadside



Overtaking turn



Out-of-control spinout



Overtuned

(Maximum 2 loops regardless of the
number of overturns)



Vehicle backing



CODING EXAMPLES

1. VEHICLE VS. TRAIN. A vehicle traveling on a road going across the railroad tracks is struck by a train. The driver and vehicle are coded in the usual manner. The train engineer will be listed on Page 1 of the CHP 555 as an involved party type "Other" and omit driver license information. The conductor will be listed as a witness. The lead locomotive information will be entered in the "Vehicle Information" box and the "Vehicle Type" is 95 (Misc. Non-Motor Vehicle). "Type of Collision" is coded "H" (Other). (Refer to Annex 3-I-1, Investigative Techniques for a Vehicle/Train Collision.)

2. VEHICLE VS. AIRPLANE.

a. An airplane makes an emergency landing on a road and strikes a motor vehicle in-transport.

b. Even though the Federal Aviation Administration (FAA) will conduct an investigation, it is also required that the CHP conduct an investigation as the result of a motor vehicle in-transport. The motor vehicle in-transport would be coded in the usual manner. The airplane would be coded as party type "Other," and enter the appropriate vehicle information (e.g., Cessna 150). Include the FAA tail number. The pilot would be listed as party type "Other" with all information on Page 1 of the CHP 555 except that the driver license number shall be left blank.

3. VEHICLE VS. CONSTRUCTION EQUIPMENT OR SNOWPLOW.

a. A motor vehicle in-transport strikes a piece of construction equipment or a snowplow while actively engaged in the performance of its duties. The motor vehicle would be coded in the usual manner. The construction equipment or snowplow, while performing its duties, would be coded as party type "Other."

b. The driver of the construction equipment/snowplow should be listed as normal except that the driver license number shall be left blank. On Page 2 of the CHP 555, if the operator of the construction equipment/snowplow is found at fault, mark "B" (Other Improper Driving). If the other party is at fault, mark "A" in the "Primary Collision Factor" (PCF) with the applicable Vehicle Code Section. Mark the "Type of Collision" field with "E" (Hit Object). The "Motor Vehicle Involved With" field should be marked "I" (Fixed Object) if not moving or "J" (Other Object) if moving.

4. HEART ATTACK, STROKE, DIABETIC COMA, ETC. A person driving a motor vehicle suffers a heart attack (verified by the doctor or coroner) and becomes involved in a traffic collision. This would be considered a motor vehicle traffic collision because a motor vehicle is in-transport. When the extent of injuries are limited to the medical ailment which caused the collision, in this example a heart attack, the collision becomes a non-injury collision. The PCF would be "Other Than Driver." The "Motor Vehicle Involved With" would be a "Non-Collision," unless another party was involved, and the narrative should include a detailed explanation. Include the coroner's case number in narrative.

5. VEHICLE VS. OBJECT.

- a. A motor vehicle in-transport strikes an object in the road that originally was a part of a load (couch, box, rock, etc.).
- b. If the object dropped is still moving, then it is considered part of the vehicle (load) and should be coded as two involved parties (motor vehicle involved with other motor vehicle).
- c. When the load has come to rest and is subsequently struck by a passing vehicle, the vehicle that struck the object is coded in the usual manner. On Page 2 of the CHP 555, "Type of Collision" will be coded "E" (Hit Object), "Motor Vehicle Involved With" will be "J" (Other Object).

6. VEHICLE VS. VEHICLE TRAVELING THE SAME DIRECTION. Two motor vehicles are traveling in the same direction, for example northbound. The first vehicle spins out of control and ends up facing in the opposite direction, southbound. The first vehicle is struck in the front end by the front end of the second vehicle (e.g., front end to front end). This collision is coded "C" (Rear End) under the "Type Of Collision" field. "Type of Collision" coding is based on the original direction of travel of both vehicles.

7. DAMAGE OCCURRING AS A RESULT OF DEBRIS BEING KICKED UP WHICH STRIKES ANOTHER VEHICLE.

- a. This is an unintended event which caused damage, therefore a collision. The information on the party that set the object in motion is placed on Page 1 of the CHP 555, as an involved party only if the party stopped and gave information or the event is corroborated by a witness. If the party did not stop or the event is not corroborated by a witness, any information on the "Other" party would be mentioned in the narrative. The report would be coded as "Other Than Driver" for the "PCF." "Type of Collision" is coded "H" (Other) and the "Motor Vehicle Involved

With" is coded "A" (Non-Collision). This would not be classified as a hit and run traffic collision.

b. Two party collisions result when a rock or stone falls off a gravel truck and causes injury or damage to another vehicle. A falling rock or stone is a load, therefore, considered part of the vehicle. The PCF is a violation 23114 VC.

8. VEHICLE LOSES WHEEL. A motor vehicle in-transport loses a wheel and the loss results in a collision. The "PCF" would be "C" (Other than Driver) and the "Type Of Collision" would be "H" (Other). The "Motor Vehicle Involved With" field is coded "A" (Non-Collision) if nothing else is struck. If the mechanical failure is unknown or unforeseeable through normal and reasonable maintenance, then the "Other Associated Factor" field will be coded "K" (Defective Vehicle Equipment). If statements or other evidence are obtained to show that the mechanical defect was known prior to the collision, then the "PCF" should be coded "A" and 24002(a) VC entered.

9. PASSENGER FALLS OR JUMPS FROM VEHICLE.

a. When a passenger falls or jumps from a motor vehicle in-transport, the "PCF" would be "C" (Other than Driver). "Type Of Collision" would be "H" (Other) and "Motor Vehicle Involved With" would be "A" (Non-Collision). A detailed summary should be provided in the narrative.

b. When a collision results after the driver has jumped from the vehicle, this person is still considered the driver for the report, regardless of mechanical failures.

10. SECTION 21658(A) VC VS. SECTION 22107 VC FOR A FREEWAY COLLISION.

a. Use Section 21658(a) VC when a person makes an unsafe lane change on the freeway and either strikes another vehicle or causes a vehicle in another lane to take evasive action to avoid a collision. The "Movement Preceding Collision" would be "J" (Changing Lanes).

b. When a driver begins to make a lane change, realizes it is not safe and loses control while quickly moving back into the original lane, the "Movement Preceding Collision" would be "J" (Changing Lanes). However, if a person falls asleep or allows their vehicle to drift out of its lane, run off the roadway, or fails to negotiate a curve, then Section 22107 VC would apply. "Movement Preceding Collision" would be coded "M" (Other Unsafe Turning). Do not use "M" (Other Unsafe Turning) on freeways. Instead, use "R" (Other) for unsafe turning on freeways and document in narrative.

11. TRAFFIC COLLISION OCCURS ON/OFF RAMP OR TRANSITION ROAD. If a collision occurs on the Madison Avenue eastbound off-ramp from eastbound I-80, then the location is "I-80 E/B to Madison Avenue E/B." Direction of travel would be East. If a collision occurs while the vehicle is traveling westbound on Madison Avenue to the I-80 on ramp, the location is "I-80 W/B from Madison Avenue W/B." Direction of travel would be west. The "Other Associated Factor" field would be coded "H" (Entering/Leaving On Ramp).

12. ON DUTY EMERGENCY VEHICLE COLLISIONS.

- a. When the driver of an "On-Duty Emergency Vehicle" is involved in a traffic collision and determined to be most at fault, the proper coding for the "PCF" will be "Other Improper Driving."
- b. Vehicle Code Section 21055 gives specific exemptions from the rules of the road while engaged in rescue operations, immediate pursuit of a violator or suspected violator, or while driving in response to an emergency call (emergency lights and siren activated). In the "Other Associated Factor" field the "Vehicle Code Section Violated" box shall be left blank. The remaining entries on Page 2 of the CHP 555 shall be completed as normal.